

THE NEWS FROM TENNESSEE.

(CONTINUED FROM FIRST PAGE.)

less bulk of timber. The St. Louis and Cincinnati are piers for thirteen guns, the Essex for nine guns. The bow gun is heavy eighty-four pound rifled cannon, the others are eight-inch columbiads. The sides of the boat, both above and below the keel, incline at an angle of forty-five degrees, and nothing but a plunging shot from a high ball could strike the surface at right angles. The iron plating has been severely tested by shots from rifled cannon at different distances, and has shown itself to be utterly impervious to any shot that has been sent against it, even at a range of three hundred yards.

The boats, it will be perceived, are built very wide, in proportion to their length, giving them almost the same steadiness in action that a stationary land battery would possess. They are constructed on the same principle as the famous iron battery at Charleston, the sides sloping upward and downward from the water line at an angle of forty-five degrees. The boats were built so that in action they could be kept "bow on," hence the superior strength of the bow battery. Broadside was arranged as to be delivered with terrible effect while shifting position. To facilitate movements in action, the engines and machinery are of the most powerful kind. The boilers are five in number, constructed to work in connection with or independent of each other. In case of damage done to any one or more of them, a valve was arranged to close the connection between the damaged and undamaged boilers, and the latter operate as if nothing had happened.

THE UNION NAVAL OFFICERS.

SKETCH OF FLAG OFFICER ANDREW H. POOTER.
Captain Poote is a native of Connecticut, of which State he is a citizen and from which State he was appointed to the navy of the United States. He is a son of Senator Poote, of Connecticut, to whom Daniel Webster replied, in the Senate, with one of his famous speeches. He entered the United States service on the 4th of December, 1822, and has consequently served the country nearly forty years. He steadily rose in his profession, and was made a commander on the 19th of December, 1852, under which command he saw two years and three months sea service. His total sea service was nearly twenty years and a half, and he performed nearly eight years shore duty. He was unemployed for over ten years, and was last at sea in June, 1858. At the breaking out of the present troubles he was in command of the Navy Yard at Brooklyn, and shortly after the commencement of hostilities was promoted to a captaincy, with the charge of the Western or Mississippi flotilla, of which he is the commodore or flag officer. While engaged in his duties he is reported as having worked night and day with zeal and energy that are worthy of emulation in both branches of the service, and has accomplished an almost herculean task. Being dependent upon the Navy Department for men and a portion of his equipment, and compelled to call upon the War Department for other things equally necessary to the success of his mission, in the inland waters, and apparently an object of jealousy and a subject of neglect from both, he has quietly worked through all obstacles, and is about prepared to undertake the opening up of the Mississippi river from Cairo to New Orleans. He is a quiet, fair haired veteran, and, although holding a rank equal to major general of the land forces, attained by a life's service on the broad sea under the old flag, has been quietly and unostentatiously serving his country at the junction of the Ohio and the Mississippi. His present expedition has been carried out with spirit and energy, and the result is gratifying to the nation.

SKETCH OF COMMANDER PORTER.

Commander W. D. Porter is a son of the noted Commodore David Porter, of the Essex, of Revolutionary fame, and has been in the service of the United States nearly forty years. He was born in Louisiana, but was appointed to the navy from the State of Massachusetts. He is a citizen of the District of Columbia. He entered the navy on the 1st of January, 1823, and, although not rising rapidly in rank, the fault arose more from the system which the service conducted than from any personal demerit of this officer. His present command of the Essex dates from September 14, 1855, on which day a large number of officers of the same rank were created. In the list for 1861 Commander Porter stands No. 23 as to date of commission and prospect of promotion. His sea service under his present commission was but one year and six months; but his total sea service was twelve years and four months, and he has served nearly five years and a half on shore and on land. He was last at sea in October, 1850. At the commencement of the year 1861 he was in command of the ship St. Marys, and when the rebellion broke out his memorable letter to the government, defending his character against the charge of disloyalty, will soon be forgotten, but with similar instances will be recorded in the pages of history. In the revised Navy List for August 31, 1861, resignations and promotions had caused Commander Porter to rise on the list of commanders, he then standing number ten. He is also reported as awaiting orders, doubting pending the vessel question just alluded to. He was afterwards appointed to the Western gunboat flotilla, and named his present vessel after that of his father. Of his bravery there has been no doubt, and of his loyalty the following correspondence gives a graphic illustration. The correspondence passed between Commander Porter, of the Union gunboat Essex, and Captain Miller, of the rebel steamer Grampus, and is emblematic of the part of Porter, to say the least, if it is not quite up to the Chesterfield style of correspondence.

Come out here, you cowardly rebel, and show your gunboats.
MILLER'S REPLY.
MAYHEW'S REPLY.
COLUMBIA, KY., JAN. 13, 1862.
COMMISSIONER PORTER, United States Gunboat Essex.
Sir—The iron-clad steamer Grampus will meet the Essex at any point and time your honor may appoint, and show you that the power is in our hands. An early reply will be agreeable to your wishes.
Yours truly,
MAISON J. MILLER.

Captain commanding C. S. S. Steamer Grampus.
COMMISSIONER PORTER'S REPLY.
UNITED STATES GUNBOAT, Essex, Jan. 1862.
To the traitor MAISON MILLER, commanding a rebel gunboat called the Grampus.
The iron-clad steamer Grampus has already thrashed your gunboat Essex, and silenced your rebel batteries at the river banks, chased your miserable and cowardly self down behind Columbus, but if you desire to meet the Essex, show yourself any morning in Frantz's Bend, and you shall meet them with a traitor's fate—if you have the courage to stand.
"God and our country; rebels offend both."
PORTER.

SKETCH OF COMMANDER STEINBEL.
Commander Roger N. Steinbel is a native of Maryland, but is a citizen of Ohio, from which State he was appointed to the navy. He entered the service on the 27th of March, 1832, and has, therefore, served the United States nearly thirty years. He was promoted to a lieutenant on the 28th of October, 1843. Under that commission he was eight years at sea, his total sea service being sixteen years and nine months. He was for nearly five years on shore and other duty, and was for over five years unemployed. He was last at sea in January, 1860, and at the commencement of 1861 had the charge of the Naval Asylum of Philadelphia. At that time he stood No. 35 on the list of lieutenants of the navy. The rebellion and other causes made several vacancies in the list above him, and his name was promoted to the position of commander on the 1st of December, 1860, on board the brig Dolphin. He then obtained a short leave of absence, after which he was appointed to the steamer Michigan. While on the Dolphin his name stood No. 157 on the list of lieutenants, and at the commencement of the rebellion he had only secured six rounds of the ladder of promotion, being then No. 151. The traitorous resignations in the navy, however, did him some good; for the extra navy list he now stands No. 85. In the present engagement he had the command of the gunboat St. Louis.

SKETCH OF LIEUTENANT PAULING.
Lieutenant Leonard Pauling is a native and citizen of New York, from which State he was appointed to the navy. He first entered the service on the 19th of December, 1840, and has therefore served the United States over twenty-one years. His present commission of lieutenant bears date from September 14, 1856, and he has seen under that about five years sea service. His total sea service is nearly sixteen years, with about four years shore and other duty. He was unemployed for nearly eight months, and was last at sea in December, 1860, on board the brig Dolphin. He then obtained a short leave of absence, after which he was appointed to the steamer Michigan. While on the Dolphin his name stood No. 157 on the list of lieutenants, and at the commencement of the rebellion he had only secured six rounds of the ladder of promotion, being then No. 151. The traitorous resignations in the navy, however, did him some good; for the extra navy list he now stands No. 85. In the present engagement he had the command of the gunboat St. Louis.

SKETCH OF BRIGADIER GENERAL LLOYD TILGHMAN.
This rebel officer, now a prisoner of war in our hands, was in command of the rebel defenses of the Cumberland and Tennessee rivers, on the line of Forts Donelson and Henry, with his headquarters at Fort Donelson, near Dover, on the Cumberland, in Stewart county, and near the dividing line between Kentucky and Tennessee. General Tilghman is a native of Maryland, a graduate

of the Military Academy at West Point, and was a member of the graduating class of 1836, which included also Joseph R. Anderson and Christopher Q. Tompkins, of Virginia; Montgomery C. Meigs, of Georgia; Peter V. Hagner, of the District of Columbia; O'Brien, of Pennsylvania; Sherman, of Rhode Island; Allen, of Ohio, and others, all prominent in the existing war. Four of the same class have been killed in battle, namely—Shackelford, of Virginia; Molloy del Rey, of New York; del Charabuco, of New Hampshire; and Molloy del Rey, and Haskins, of North Carolina, at Monterey. General Tilghman was promoted a brevet Second Lieutenant in the First regiment dragoons, July 1, 1839, and made Second Lieutenant four days thereafter, but in September following resigned, as many of the officers of the army did about the same time, in order to follow the profession of civil engineering. He was division engineer on the Baltimore and Susquehanna Railroad, and assistant engineer in the survey of the Norfolk and the Baltimore and Ohio Railroad, and on other prominent works of public improvement. On the breaking out of the war with Mexico he repaired to the Rio Grande, and served as a volunteer aid-de-camp to Brigadier General Twiggs in the battles of Palo Alto and Resaca de la Palma. He subsequently commanded a small volunteer partisan corps, superintended the erection of defenses at Matamoros, and, during the last year of his service in Mexico, was captain of a company of light artillery in the regiment of Maryland and District of Columbia Volunteers, commanded by Colonel George W. Hughes.

After the war he returned to his profession of engineering, and became principal assistant engineer of the Panama division of the Isthmian Railroad. For some time past he has resided at Paducah, Kentucky, and was one of the earliest to take the field from that State in behalf of the rebel cause, having been appointed colonel. His regiment, as a part of the First Kentucky brigade, rendezvoused at Clarksville, Tennessee, where it remained, undergoing through drill, until the movement of the rebel troops into Kentucky, when it advanced to Bowling Green, about the time of the occupation of Middlesboro's Hill. Since that time he has been appointed brigadier general—General Buckner, who is several years his junior as a graduate of the Military Academy, and who was brevetted for gallant and meritorious conduct in the battle of Contreras and Churubusco, having been promoted to the command of a division.

REBEL ACCOUNTS.

These federal gunboats appeared on the Tennessee river yesterday, and opened fire on Fort Henry. The latter responded. There was no damage done to the fort. An attack is expected. The Confederates are full force on the Tennessee river. No damage from the federals is apprehended.

THE CUMBERLAND RIVER EXPEDITION.

The Union Troops Marching to Attack Fort Donelson.

General Grant will attack Fort Donelson tomorrow. Three large steamers, Benjamin J. Adams, E. H. Fairchild and Baltic, left here for the Cumberland and Tennessee rivers this evening.

All cut along the line of the Louisville and Nashville Railroad.

A despatch from General Halleck to General Buell this evening says—We have taken Fort Henry. The enemy has retreated on Paris, leaving part of his guns. Our cavalry are in pursuit.

IMPORTANT FROM WESTERN VIRGINIA.

ROMNEY EVACUATED BY THE REBELS.

The Wheeling Intelligencer yesterday learns that the rebels evacuated Romney the previous night.

ROMNEY REOCCUPIED BY UNION TROOPS.

The War Department has received a despatch that General Lander now occupies Romney, the rebels having retreated.

NEWS FROM FORTRESS MONROE.

The Efforts of the Rebels to Get the Merrimac Ready.

It has been raining hard here all day.

A flag of truce went to Craney Island today. A large number of ladies and children returned with it to go North, and also Lieutenant Preston, of the New York Seventy-first regiment, who is to be exchanged, and J. H. Sands, of the Fourth Michigan regiment, a prisoner of war, who is released on parole.

The flag of truce brought back no news.

The steamer Rhode Island arrived from New York this afternoon.

Adjutant General Scholer, of Massachusetts, arrived this morning.

The Constitution sailed again this afternoon for Ship Island.

THE IRON CLAD STEAM YACHT MERRIMAC.

We alluded to the fact some day or two since that the blacksmith department of the Gosport Navy Yard had volunteered their services to Commodore Porter to perform extra work gratuitously, in order to expedite the completion of the Merrimac, or other work, the speedy completion of which would advance the interests of the government. Since then we have come in possession of a list of the workmen who thus proffered their services, which we take great pleasure in transferring to our columns. It is as follows—

We, the undersigned, blacksmiths, finders and strikers, agree to do any work that will expedite the completion of the Merrimac, free of charge, and continue on until eight o'clock every night; or any other work that will advance the interest of the Southern confederacy.

BLACKSMITHS AND STRIKERS.

James A. Farmer, M. S. David Wilkins.

Chas. Sneed, 1st Foreman. Jas. Wilkins.

Wm. T. Bull, 2d Foreman. Walter Wilkins.

Pat. McMorris, free of charge, and continue on until eight o'clock every night; or any other work that will advance the interest of the Southern confederacy.

THE PROCEEDINGS OF THE COMMISSIONERS APPOINTED BY THE

Washington government to visit the federal prisoners in the South are at Fortress Monroe, but there is not the slightest probability that our government will permit them to visit the Confederates.

GENERAL BEAUREGARD AND SUITE ARRIVED HERE THIS EVENING.

The heavy rains during last night and to-day interfered with the preparations for the reception of General Beauregard.

IMPORTANT RAILROAD SCHEMES.

From the Richmond Dispatch, Feb. 5.

It will be recalled that President Davis recommended, in his public message to Congress, the military necessity of establishing railway communication between Danville, Virginia, and Greensboro, North Carolina.

Whatever appreciation the country may have of the "military necessity" of the otherwise questionable policy of aiding railroads, we believe that it will be surprised to hear of the extent to which this policy has been recommended to Congress.

We are informed, in the most positive manner, that the Executive estimate for aid to the Danville connection is one million of dollars, to be expended as the President may direct.

We also learn that President Davis has, in a second message to Congress, in secret session, advised the aid of the government to be extended to the completion of the Mississippi and Alabama River Railroad, to be connected at Selma, on Alabama, with Meridian, in Mississippi; and that Congress proposes to authorize the advance of one hundred and fifty thousand dollars for the purpose of completing this connection.

The president of government aid to railroads is dangerous, difficult to be confined within proper limits, and liable to abuses and corruptions, especially in a legitimate body which evades the process with secrecy.

THE LINE FROM MOBILE ALONG THE MOBILE AND OHIO RAILROAD.

The line from Mobile along the Mobile and Ohio Railroad was finished this afternoon, and will be in operation by the morning.

THE COMPLETION OF THE ABOVE LINE IS VERY OPPORTUNE AT THIS JUNCTURE, AS THE YANKEES, HAVING COMPLETE POSSESSION OF THE SOUND, MAY DESTROY THE COAST LINE AT ANY MOMENT.

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INTERESTING FROM THE SOUTH.

More Fighting on the Georgia and South Carolina Coast.

Important French International Case.

GEN. BEAUREGARD IN NASHVILLE.

The Railroad Connections at the South.

The Richmond Dispatch says that the Missouri difficulty has been satisfactorily arranged, and adds that General Price will doubtless be commissioned as Major General, and the Missouri troops received into the Confederate service as twelve months volunteers. Gen. Price is reported to be in Richmond.

The Virginia Legislature went into secret session on the 4th instant, for the purpose of considering an important communication from the Governor, in regard to which, it is understood, the State and Confederate authorities are entirely agreed. Its purport will not transpire at present.

The Richmond Dispatch also says, in an editorial, that "Spain is the natural ally of the South. If the South has had a friend from the beginning of her troubles it has been Spain. We think it due to her generous and chivalrous people to have sent representatives to the Spanish Court, and thereby laid broad and deep the foundations of permanent and close amity with that nation. It is not too late now to rectify the omission, which was not dictated by any want of courtesy."

An order was issued from the War Department at Richmond on the 4th inst., ordering all military commanders to impress all the salt-petre found in their districts, except such as is in the hands of original manufacturers and government agents and contractors, paying the forty cents per pound, and no more. The order is issued in consequence of the monopoly of speculators and the exorbitant rates charged the government for the article.

REBEL TELEGRAPHIC DESPATCHES.

NOVEMBER, FEB. 4, 1862.

SECRETARY SEWARD AND A FRENCH SUBJECT.

Among the persons recently arrived here by flag of truce from Fortress Monroe, was Mr. De Babian, of Wilmington, North Carolina. He was arrested last summer at the North and confined in Fort Lafayette. Through the interference of the French Minister he was released, but he was refused permission to go to Europe, and obtained it; but Mr. Seward endorsed on it, "It is understood Mr. De Babian is not to enter any of the insurrectionary States." He went to Paris, and had an interview with the Emperor Napoleon, and showed him Mr. Seward's endorsement on his passport. The Emperor promptly declared that he should be allowed to return to his place of business. The French Minister for Foreign Affairs prepared the necessary papers for the French Minister at Washington, and Mr. De Babian returned to the United States. He called on Mr. Seward for a passport to enable him to return to Wilmington, but he was refused it. On the next day the French Minister called on Mr. Seward, exhibited some documents, and asked for a passport for Mr. De Babian to return to Wilmington, and Mr. Seward very cheerfully granted it.

Mr. De Babian has applied to the federal Congress for the amount of damages he has sustained, and it is probable he will be reimbursed.

HEAVY FIRING ON THE SOUTH CAROLINA COAST.

ACQUITA, FEB. 4, 1862.

A private letter, written last evening in Savannah, and received here this morning, states that heavy firing was heard in the direction of New River, on the South Carolina side, on Monday (yesterday) morning, which lasted over two hours. It was supposed to be an engagement with the enemy's gunboats.

A messenger, who reached here this morning, says that he was informed by a Confederate officer in Savannah that our batteries at New River had been attacked, and that one, at least, of the enemy's gunboats had been destroyed.

THE CHARLOTTE MERCURY TO-DAY SAYS THAT THE FIRING HEARD YESTERDAY WAS AT RED BANK. THE ENEMY DESTROYED THE HOUSE IN THE NEIGHBORHOOD. NOBODY WAS HURT.

THE COMMISSIONERS FROM THE SOUTH.

NOVEMBER, FEB. 4, 1862.

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